The China Mail.

Established February, 1845.

VOL. XLIII. No. 7567. 號九十月一十年七十八百八千一英 HONGKONG, SATURDAY, NOVEMBER 19, 1887. 日五初月十年亥丁 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRIGON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEE PRINCE & Co. 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HERNSZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... $7,500,000
RESERVE FUND, ... $3,000,000
RESERVE LIABILITY OF PROPRIETORS, ... $7,500,000

COURT OF DIRECTORS.

Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—Hon. J. BELL IRVING.

W. H. F. DARBY, Esq. | Hon. A. P. MCEWEN.
H. L. DALRYMPLE, Esq. | S. C. MICHAELSEN, Esq.
W. H. FORBES, Esq. | J. S. MOSES, Esq.
H. HOPPIUS, Esq. | Hon. F. D. SASSOON.

CHIEF MANAGER.
Hongkong, ... THOMAS JACKSON, Esq.
MANAGER.
Shanghai, ... EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 363

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th Instant, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1887. 2132

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2154

Intimations.

POLICE NOTICE.

NOTICE has been Received that the Annual PERAMBULATION of the WAR DEPARTMENT BOUNDARIES will take place from 10 a.m. the 22nd to 10 a.m. on the 23rd Instant, and that in consequence thereof all the ROADS within the MILITARY CANTONMENT will be CLOSED to the Public during those hours.

By Command,
W. M. DEANE,
Captain Supt. of Police.

POLICE OFFICE,
18th November, 1887. 2254

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.
(FORMERLY ARTICLED APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS.)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:—

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 931

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY,
in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices.* 742

NOTICE.

THE Undersigned begs to inform her numerous Customers and the General Public of HONGKONG and OUT PORT RESIDENTS, that she is prepared to SUPPLY FRESH MEAT, VEGETABLES, GAME, BRAWNS, GAME PIES, PORK SAUSAGES, &c., &c., &c.

All Orders will have prompt and careful attention.

LAVINIA HOPKINS,
Corner of Ningpo & Szechuen Roads,
SHANGHAI.

Shanghai, 1st November, 1887. 2134

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTIETH DAY OF NOVEMBER NEXT, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.

Hongkong, October 15, 1887. 2010

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

MRS. C. HEYMANS,
35, WELLINGTON STREET,
HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

Business Notices.

LANE, CRAWFORD & Co.

HAVE JUST UNPACKED THE FOLLOWING

SUNDRIES:

DOUBLE-BARRELLED SAFETY HAMMERLESS SPORTING GUNS, with all latest improvements.
HANGING, WALL and TABLE LAMPS.
BILLIARD BALLS, RESTS and CUES.
NEWEST NOVELS.
TEA-TASTERS' TIME GLASSES single and double.
POCKET KNIVES and FANCY CUTLERY.
HORSE CLIPPERS.
DOG COLLARS and RUG STRAPS.
WALKING STICKS and UMBRELLAS.
NEW ELECTRO-PLATED WARE.
LANE, CRAWFORD & Co.

Hongkong, November 16, 1887. 2233

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW HATS

BLACK, DRAB, AND BROWN, HARD AND SOFT FELT HATS,
in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS,
MILITARY and FELT HELMETS, and
TWEED HATS and CAPS in Stock and made to order

Hongkong, October 8, 1887. 1964

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD, and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.
EX *GLENEAGLES.*
FURTHER DELIVERIES OF NEW GOODS:

CASHMERES in all the New Shades.
FANCY VELVETS to Match.
8, 15, 20-Button Length SUEDE GLOVES.
New FLOWERS, FEATHERS and WINGS.
DRESS FLOWER SETS for Evening Wear.
RIBBONS and LACES in great variety.
Beaded DRESS SETS and ORNAMENTS.
Made-up COSTUMES.
All Colours in BRUSSELS and Victoria NETS.
TOYS OF EVERY DESCRIPTION.

VICTORIA EXCHANGE, November 17, 1887.
(TELEPHONE 21). 2241

Intimations.

NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., LD.

Hongkong, May 3, 1887. 864

J. D. KILEY,
SAIL-MAKER.

TENTS, AWNINGS AND FLAGS.
No. 23, Praya Central,
HONGKONG.

Hongkong, November 1, 1887. 2135

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

For Sale.

FOR SALE.

THE SPANISH BARQUE *TERESA*, of 567 Tons Register, Copper Fastened, and well found in Riggings, &c.

For further Particulars, apply to
REMEDIOS & Co.,
— or to —
Captain VENERO on Board.

Hongkong, November 18, 1887. 2253

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts ..... $20 per Case of 1 doz.
Pints ..... $21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

FOR SALE

THE BRITISH STEAMER *ATHOLL*, of 1,436 Tons Gross, 922 Tons Net Register and 170 H.P., with all Her TACKLE, APPAREL and APPURTENANCES, as she now lies in this Harbour.

For further Particulars, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 31, 1887. 2139

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 21st day of November, 1887, at 2.30 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 5th November, 1887. 2235

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 21st day of November, 1887, at 2.30 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Square feet.	Quarrels in Contracts	Upset Price. Annual Rent.	Upset Price. Premium.
			ft.	ft.	ft.	ft.			$	$
1	Hunghom Inland Lot No. 198	Hunghom	300	300 3/4	150	150	45,200	606	2710	

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 21st day of November, 1887, at 3 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 5th November, 1887. 2236

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 21st day of November, 1887, at 3 p.m., by Order of His Excellency the Governor, of Twenty-seven Lots of Crown Land, at Hunghom, Kaulung, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Square feet.	Quarrels in Contracts	Upset Price. Annual Rent.	Upset Price. Premium.
	Inland L.'s		ft.	ft.	ft.	ft.			$	$
1	No. 93	Hunghom	15	15	50	50	750	10	225	
2	" 83	Do.	15	15	50	50	750	10	225	
3	" 84	Do.	15	15	50	50	750	10	225	
4	" 174	Do.	15	15	50	50	750	10	225	
5	" 175	Do.	15	15	50	50	750	10	225	
6	" 176	Do.	15	15	50	50	750	10	225	
7	" 177	Do.	15	15	50	50	750	10	225	
8	" 178	Do.	15	15	50	50	750	10	225	
9	" 179	Do.	15	15	50	50	750	10	225	
10	" 180	Do.	15	15	50	50	750	10	225	
11	" 181	Do.	15	15	50	50	750	10	225	
12	" 182	Do.	15	15	50	50	750	10	225	
13	" 183	Do.	15	15	50	50	750	10	225	
14	" 184	Do.	15	15	50	50	750	10	225	
15	" 185	Do.	15	15	50	50	750	10	225	
16	" 186	Do.	15	15	50	50	750	10	225	
17	" 187	Do.	15	15	50	50	750	10	225	
18	" 188	Do.	15	15	50	50	750	10	225	
19	" 189	Do.	15	15	50	50	750	10	225	
20	" 190	Do.	15	15	50	50	750	10	225	
21	" 191	Do.	15	15	50	50	750	10	225	
22	" 192	Do.	15	15	50	50	750	10	225	
23	" 193	Do.	15	15	50	50	750	10	225	
24	" 194	Do.	15	15	50	50	750	10	225	
25	" 195	Do.	15	15	50	50	750	10	225	
26	" 196	Do.	15	15	50	50	750	10	225	
27	" 197	Do.	15	15	50	50	750	10	225	

To Let.

TO BE LET.

(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated in Caine Road, West end Terrace opposite to Rose Villas.

Apply to
No. 14, CAINE ROAD.

Hongkong, October 31, 1887. 2130

TO BE LET.

WITH Possession on the 1st January, 1888. A HOUSE in RICHMOND TERRACE.

Apply to
MR. WILLMOTT,
Hongkong Dispensary.

Hongkong, November 3, 1887. 2159

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 25, 1887. 504

TO BE LET.

From 1st January, 1888.

THE HOUSE No. 11, GAGE STREET.

Apply to
J. A. DE CARVALHO.

Hongkong, November 14, 1887. 2223

TO BE LET.

With Immediate Possession.

SUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.

These Premises are well adapted for OFFICES or STORES.

ROOMS on the FIRST and SECOND FLOORS of Marine House.

BISNEE VILLA, POKFULUM.

A GODOWN, at BOWRINGTON.

Apply to
SHARP & Co.,
Estate Agents,
Marine House.

Hongkong, October 17, 1887. 2025

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Fokien*, Captain ROACH, will be despatched for the above Ports on SUNDAY, the 20th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 17, 1887. 2244

FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Mongkut*, Captain GEO. ANDERSON, will be despatched for the above Port on SUNDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, November 18, 1887. 2251

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Patroclus*, Capt. THOMPSON, will be despatched as above on SUNDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 17, 1887. 2245

GELLATLY'S LINE OF STEAMERS.

FOR SHANGHAI, YOKOHAMA AND HIOGO.

The Steamship *Tartar*, BAILEY, Commander, will be despatched for the above Ports on the 20th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 15, 1887. 2229

FOR SHANGHAI

[illegible] will be despatched for the above Port on MONDAY, the 21st Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, November 18, 1887. 2252

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Diamante*, Capt. MCCASLIN, will be despatched for the above Port on MONDAY, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, November 17, 1887. 2242

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Jason*, Capt. MILLIGAN, will be despatched as above on MONDAY, the 21st Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 17, 1887. 2246

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The Steamship *Monmouthshire*, CUMING, Commander, will be despatched for the above Ports on MONDAY, the 21st Instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 18, 1887. 2255

THE GIBB LINE OF STEAMERS.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN, *and taking through Cargo for* QUEENSLAND PORTS, TASMANIA, *and* NEW ZEALAND.)

The British Steamer *Cloncurry*, Capt. DEASON, due 21st Instant, with part Cargo from JAPAN, will have quick despatch as above.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, November 7, 1887. 2177

THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

The British Steamer *Benlawers*, Capt. WEBSTER, will be despatched as above on or about the 22nd Instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, November 12, 1887. 2217

Shipping.

Steamers.

THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The British Steamer *Benglo*, Capt. FARQUHAR, will be despatched as above on or about the 23rd Instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, November 16, 1887. 2237

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Thibet* will leave for the above places on FRIDAY, 25th November, at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 11, 1887. 2000

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Menelaus*, Captain NELSON, will be despatched as above on SATURDAY, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 18, 1887. 2248

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Priam*, Captain BUTLER, will be despatched as above on SATURDAY, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 18, 1887. 2249

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON AND SINGAPORE.

The Co.'s Steamship *Borneo*, Capt. WILKENS, will be despatched as above on or about the 26th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 18, 1887. 2247

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Cyclops*, Captain NISH, will be despatched as above on SUNDAY, the 27th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 18, 1887. 2250

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 *A* 1 British Barque *Bandaneira*, ARNENS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 21, 1887. 2049

FOR NEW YORK.

The 3/3 *L* 1 1. American Ship *South American*, TUCKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 6, 1887. 1953

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 21st Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 14, 1887. 2226

To-day's Advertisements.

FOR SWATOW.

The Steamship *Nanshan*, Capt. J. Blackburn, will be despatched as above on TUESDAY, the 22nd Inst., at Daylight.

For Freight or Passage, apply to—

HOP HING HONG, *Agents.*

Hongkong, November 19, 1887. 2262

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship *Khiva* will leave for the above places on FRIDAY, 25th Instant, at 3 p.m.

E. L. WOODIN, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, November 19, 1887. 2260

NAVIGAZIONE GENERALE ITALIANA

(Florio & Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also to MARSEILLES, all Mediterranean, Adriatic, Levantine and South American Ports, up to Callao. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Stura*, Capt. D. Marchi, will be despatched as above on THURSDAY, the 1st December, at Noon.

At Bombay the Steamers are discharging in Prince's Docks.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., *Agents.*

Hongkong, November 19, 1887. 2258

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship *Ava*, Commandant Vimont, expected here on or about Friday, the 25th Inst., will be despatched for SHANGHAI, KOBE and YOKOHAMA shortly after her arrival from Europe.

G. de CHAMPEAUX, *Agent.*

Hongkong, November 19, 1887. 2261

LETTERS PATENT.

In the Matter of the Petition of FRANK ALBERT SMITH, of Steelton, in the County of Dauphin and State of Pennsylvania, United States of America, Gentleman, for Letters Patent, for the exclusive use within the Colony of Hongkong, of an Invention, for "Improvements in Domestic and other Refrigerators and Apparatus for the Manufacture of Ice" for which Her Majesty's Royal Letters Patent were granted on the 14th day of September, 1880, to the said Frank Albert Smith.

NOTICE is hereby given that the Petition, Specification, and Declaration required herein by Ordinance No. 14 of 1862, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said Frank Albert Smith by Alfred Bulmer Johnson, his duly-authorized Agent and Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for Letters Patent for the exclusive use within the said Colony of Hongkong of the above named invention.

And Notice is hereby also given that a sitting of the Executive Council, before whom the matter of said Petition will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on the 30th day of November, 1887, at Noon.

FRANK ALBERT SMITH, by A. B. JOHNSON, *His Agent and Attorney.*

Supreme Court House, Hongkong, November 19, 1887. 2256

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *MONMOUTHSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., *Agents.*

Hongkong, November 19, 1887. 2259

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Frigga*, Captain F. Nagel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-morrow Morning, the 20th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Inst., at 10 a.m.

No Fire Insurance has been effected.

SIEMSSEN & Co., *Agents.*

Hongkong, November 19, 1887. 2263

To-day's Advertisements.

NOTICE.

In the Matter of the Estate of Louisa Hams (F. C. Brown & Co.) *late of Amoy, Deceased.*

NOTICE is hereby given that all Creditors having Claims against the Estate of the late Louisa Hams (F. C. Brown & Co.) of Amoy, and all persons indebted thereto, are hereby requested to send particulars of the said Claims and to pay their Indebtedness to the Undersigned on or before the 31st day of March, 1888, and take due Notice that no Claims against the Estate will be received after that Date.

And Notice is hereby given that the Undersigned will not be liable for the Assets or any part thereof so distributed to any person of whose Claim she shall not have had notice at the time of distribution.

THOMASIN CHARLOTTE NICHOLLS, *Administratrix of the above Estate.*

Lin Tow Jetty, Kulangsu, Amoy, Nov. 14th, 1887. 2257

SHIPPING.

ARRIVALS.

November 18, 1887:—

Vorwaerts, German str., 612, J. Bruhn, Touron November 14, and Hoihow 17, General.—Wieler & Co.

November 19:—

Fushun, Chinese steamer, from Whampoa.

Ningpo, British steamer, from Whampoa.

Diamante, British steamer, 514, A. A. McCaslin, Manila November 15, General.—Russell & Co.

Haitan, British steamer, 1,182, S. Ashton, Foochow November 16, Amoy 17, and Swatow 18, General.—Douglas Steamship Co.

Frigga, Germansteamer, 1,400, F. Nagel, Hamburg October 2, and Singapore Nov. 11, General.—Siemssen & Co.

Patroclus, British steamer, 1,386, Thompson, Amoy November 18, General.—Butterfield & Swire.

Amoy, British steamer, 815, R. Kohler, Shanghai Nov. 16, General.—Siemssen & Co.

DEPARTURES.

November 19:—

Changsha, for Port Darwin and Sydney.
Alwine, for Hoihow and Pakhoi.
Ningchow, for Singapore and London.
Ishington, for Whampoa.
Lorne, for Saigon.

CLEARED.

Octa, for Saigon.
Mongkut, for Bangkok.
Guthrie, for Port Darwin and Sydney.
Fokien, for Coast Ports.
Sochow, for Hoihow and Pakhoi.
Augusta, for Singapore.

PASSENGERS.

ARRIVED.

Per *Vorwaerts*, from Touron, 65 Chinese.
Per *Diamante*, from Manila, Messrs Ashton, Robraham and R[illegible], and 100 Chinese.
Per *Hai*[illegible] Ports, Bishop and Mrs Warren, Mrs Millar, Messrs Sliefl and Hazelwood, and 171 Chinese.
Per *Frigga*, from Hamburg, &c., Mr Heuermann, and 267 Chinese.
Per *Patroclus*, from Amoy, 450 Chinese.
Per *Amoy*, from Shanghai, Mr Rathsam, and 8 Chinese.

DEPARTED.

Per *Changsha*, for Sydney, &c., 6 Europeans, and 120 Chinese.
Per *Alwine*, for Hoihow, 120 Chinese.
Per *Ningchow*, for London, &c., Messrs McAdams, Duco and Geo. Taylor.
Per *Lorne*, for Saigon, 250 Chinese.

TO DEPART.

Per *Octa*, for Saigon, 12 Chinese.
Per *Mongkut*, for Bangkok, 3 Europeans, and 10 Chinese.
Per *Guthrie*, for Sydney, &c., 17 Europeans, and 100 Chinese.
Per *Fokien*, for Coast Ports, 5 Europeans, and 100 Chinese.
Per *Sochow*, for Hoihow, 100 Chinese.

SHIPPING REPORTS.

The British steamer *Diamante* reports: Had strong monsoon with high sea throughout.

The British steamer *Haitan* reports: Left Foochow 16th, Amoy 17th, and Swatow 18th instant, had moderate North-Easterly winds and fine weather. Steamers in Foochow, *Jason* and *Fuyew*. Steamer in Amoy, *Patroclus*.

The German steamer *Frigga* reports: Left Hamburg on the 2nd October, Penang on the 9th November, and Singapore on the 11th. From Hamburg to Singapore, fine weather throughout; thence to port, very strong monsoon with a heavy sea.

The British steamer *Amoy* reports: Had strong N.E. winds with fine weather to port.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & TAMSUI.—Per *Fokien*, at 9 a.m., on Sunday, the 20th inst., instead of as previously notified.

For BANGKOK.—Per *Mongkut*, at 9 a.m., on Sunday, the 20th inst.

For SHANGHAI.—Per *Ningpo*, at 3.30 p.m., on Monday, the 21st inst.
Per *Fushun*, at 3.30 p.m., on Monday, the 21st inst.

For AMOY and MANILA.—Per *Diamante*, at 3.30 p.m., on Monday, the 21st inst.

For NAGASAKI, KOBE & YOKOHAMA.—Per *Thibet*, at 5 p.m., on Thursday, the 24th inst.

For STRAITS & BOMBAY.—Per *Khiva*, at 3.30 p.m., on Friday, the 25th inst.

MAILS by the United States Packet.—The United States Mail Packet *City of Sydney* will be despatched on TUESDAY, the 22nd Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

POST OFFICE NOTICES.

MAILS by the British Packet.—The British Contract Packet *Ancona* will be despatched on TUESDAY, the 22nd Inst., with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS by the French Packet.—The French Contract Packet *Natal* will be despatched on TUESDAY, the 29th Instant, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure,—
Noon.—Money Order Office closes.
2 p.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 p.m.—Mail closed, except for Late Letters.
3.10 p.m.—Letters may be posted with Late Fee of 10 cents until
3.30 p.m.—When the Post Office closes entirely.
3.40 p.m.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

HOURS OF CLOSING THE FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet:—

Day before departure,—
5 p.m.—Money Order Office closes. Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure,—
7 a.m.—Post Office opens.
10 a.m.—Registry of Letters ceases.
10.30 a.m.—Posting of all printed matter and patterns ceases.
11 a.m.—Mails closed, except for Late Letters.
11.10 a.m.—Letters may be posted with Late Fee of 10 cents until
11.30 a.m.—When the Post Office closes entirely.
11.40 a.m.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

General Memoranda.

Saturday, November 26:—
Goods per *Monmouthshire* undelivered after this date subject to rent.
Goods per *Frigga*, undelivered after this date subject to rent.

Wednesday, November 30:—
List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date.
List of Contributions to the China Fire Insur[illegible] Co., Limited, to be sent in before this date.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Yoken* leaves for Swatow, &c.
4 p.m.—*Mongkut* leaves for Bangkok.
Tartar leaves for Shanghai, &c.
Patroclus leaves for London.

Miscellaneous.

Claims against the *Octa* must be sent in to Messrs Adamson, Bell & Co., on or before this date.

RELIGIOUS SERVICES:—

Union Church.—Divine Worship, 11 a.m.—Rev. G. H. Bondfield. Service in Chinese, 2 p.m.—Rev. J. Chalmers, M.A., LL.D.

Seamen's Services.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

German Bethesda Chapel.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

St. Joseph's Church, Garden Road.—9 a.m. Mass and Sermon. 5.30 p.m. Evening Service, Benediction.

St. Peter's Seamen's Church, Sailors' Home.—Service every Sunday at 6 p.m. Holy Communion at 7.30 a.m. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 6 p.m.

Temperance Hall, 7.30 p.m.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—*Ningpo* leaves for Shanghai.
4 p.m.—*Diamante* leaves for Manila.
Monmouthshire leaves for Yokohama, &c.
Jason leaves for London.

Auctions.

2.30 p.m.—Auction of One Lot of Crown Land at Hunghom.
3 p.m.—Auction of Twenty-seven Lots of Crown Land at Hunghom.

Miscellaneous.

Goods per Steamer *Melbourne* unclaimed after Noon subject to rent.
Goods per *Borneo* undelivered after this date subject to rent.

Vol. XVI.—No. 2.
—OF THE—
'CHINA REVIEW'
NOW READY.

A. S. WATSON & Co., LIMITED.

ARE NOW SHEWING NEW SEASON'S CHRISTMAS & NEW YEAR CARDS, including some CHROMOS OF SWISS AND HOME SCENERY, suited for Framing.

Christmas Confectionery will be OPENED out in A FEW DAYS.

A. S. WATSON & Co., Ld.
THE HONGKONG DISPENSARY.

Hongkong, November 14, 1887. 2227

☞ *The publication of this issue commenced at 8.15 p.m.*

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 19, 1887.

GREAT DISASTER IN AMOY.

POWDER MAGAZINE EXPLODED.

GREAT LOSS OF LIFE—A VILLAGE BURNING.

[*Special Telegrams to* 'China Mail.']

Amoy November 19, 1887.

Received 3 p.m.

Powder Magazine exploded—great loss of life.

Received 4.30 p.m.

Magazine exploded—great loss of life—Eamungkang burning.

'Disasters never happen singly' is a saying which is very applicable at the present moment. Scarcely had we learned the details of the appalling *Wah-yeung* disaster than a conflagration the like of which has not been here seen for years, broke out in Hongkong and swept away some 30 houses; causing the loss of two lives and now the evil genius that seems hovering round the coast has alighted on Amoy and claimed crowds of victims. The powder Magazine which has exploded is, we believe, connected with the forts which are a little to the south of Eamungkang, a populous suburb to the South of Amoy.

The large fort nearest the village is of a rather formidable nature, and is well mounted with guns. Close to the forts are a sort of fortified barracks in which the soldiers live. There are generally about 1000 soldiers in these barracks. Provision is made for 5000, but although that number is on the list four-fifths of the men are earning their livelihood in the town and would form at the most but a reserve to fall back upon. We can only guess at the details of the accident. Judging from the great loss of life, we should suppose that a large number of soldiers had been victimised. There is also a large number of coolies generally hanging about the place and many of them may have lost their lives. The race-course, too, is not far distant. The flames must have spread from the forts to the village mentioned, which is most densely peopled and where a conflagration might entail very serious consequences. Fortunately the foreign settlement, being on the other side of the harbour, is at a safe distance from the scene of the catastrophe.

TELEGRAMS.

[Supplied to the 'China Mail.']

(*Via Southern Line.*)

THE STATE OF LONDON.—SPECIAL CONSTABLES SWORN IN.

London, Nov. 17.

In consequence of notices being issued that a Socialist Meeting will be held on Sunday next in Hyde Park, special constables are being sworn in to-day throughout London.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Victoria, H. Haarfager*, Aug. 23; *Tocusa*, Oct. 10; *Altingraig*, 11; *Teresa*, 18; *Flintshire, Nestor, Poseidon, Cambodia*, 26; *Achilles, Glengyle*, Nov. 1; *Chingwo*, 4; *Denbighshire, Glenartney, Lydia, Bayern*, 8; *Tenlot, Ursula*, 11; *Djemnah, Prometheus*, 15.

Homeward Bound:—*Benlarig, Hector*, Sept. 30; *Agamemnon, Polyhymnia, Carmarthenshire*, Oct. 4; *Elektra, Glenearn*, 7; *Djemnah*, 11; *Cardiganshire*, 14; *Bellerophon, Glenroy, Electra, Titan; Moray*, 18; *Glenfalloch, Imperator*, 21; *Benalder, Neckar, Yangtsé, Palmed, Olympia*, 25; *Breconshire*, Nov. 4; *Orestes, Palinurus*, 8; *Dionea, Glengyle, Hesperia, Port Adelaid*, 11; *Ajax, Saghalien, Mosser*, 15.

The steamship *Ava*, with the French Mail of Oct. 21, was to leave Singapore on Friday, the 18th instant, at 11 a.m., and may be expected here on or about Saturday, the 26th instant. This packet brings replies to letters despatched from Hongkong on Sept. 9.

The P. M. S. S. Co.'s S. S. *City of Rio de Janeiro*, with the American Mail, is to leave Yokohama on Sunday, the 20th instant, and may be expected here on or about Saturday, the 26th inst.

The steamship *Tartar*, from Antwerp, Liverpool and London, left Singapore on the 12th instant, and may be expected here on or about the 19th inst.

The China Shippers Mutual S. N. Co.'s steamer *Copack* left Singapore on the 14th inst., and may be expected here on or about the 21st inst.

The E. & A. S. S. Co.'s steamer *Airlie* left Port Darwin for this port on the 12th inst., and may be expected here on or about the 22nd inst.

The Ben Line steamer *Benloe*, from London and Antwerp, left Singapore on the 15th instant, and may be expected here on or about the 22nd instant.

The Indo-China Steam Navigation Co.'s steamer *Taisang*, from Calcutta, left Singapore on the 16th instant, and may be expected here on or about the 23rd inst.

The O. S. S. Co.'s steamer *Menelaus*, from Liverpool, left Singapore on the 17th instant, and may be expected here on or about the 24th inst.

The O. S. S. Co.'s steamship *Priam*, from Liverpool, left Singapore on the 17th inst., and may be expected here on or about the 24th inst.

The O. S. S. Co.'s steamship *Cyclops*, from Liverpool, left Singapore on the 18th instant, and may be expected here on or about the 25th instant.

The Navegazione Generale Italiana Co.'s steamer *Stura* left Singapore for this port on the 18th instant, and may be [illegible] inst.

Order of Choral Service at St. John's Cathedral.—24th Sunday after Trinity.

Matins:—Voluntary, Andante, Mendelssohn; Venite, Turner; Psalms, Wesley & Foster; Te Deum, Lawes &c.; Benedictus, Garrett; Anthem, 'I will lift up mine eyes;' Kyrie, Orange; Hymn, 197; Voluntary, Pastorale, Silas.

Evensong:—Voluntary, Andante, Merkel; Psalms, Smart, Turner & Hopkins; Magnificat, Battishill; Nunc Dimittis, Felton; Hymn, 189, 226 & 30; Voluntaries, Chorus 'Be not afraid;' Aria, 'O rest in the Lord,' Elijah.

The Manila Races will come off on the 13th, 14th and 15th February next.

Messrs Carlowitz & Co. inform us that the N. G. L. steamer *Stura* left Singapore for this port last night.

By kind permission of Captain Ulmer divine service will be conducted to-morrow forenoon on board the American ship *Benjamin* by Rev. A. G. Goldsmith.

A Japanese seaman named Tofero, who was charged in the Police Court to-day with being drunk and damaging a cigar dealer's stall, was ordered to pay 50 cents to the complainant as compensation.

The Agent of the P. M. S. S. Co. inform us that the Company's steamship *City of Rio de Janeiro*, with mails &c. from San Francisco, has arrived at Yokohama and will leave for this port to-morrow (20th instant.)

Three coolies named Au Achang, Kwang Asui, and Chu A-I, were charged before Mr Mitchell-Innes in the Police Court to-day with recklessly driving a truck in East Street and knocking down and injuring a woman there. They admitted the charge, and on their undertaking to pay $3 compensation to the woman, his Worship dismissed the case.

In the Police Court to-day, before Mr Wodehouse, Leung Ayau, farmer, and Li Ateap, hawker, were charged with assaulting and robbing a street coolie named Wong Acheong. The complainant stated that while he was going home last night the two prisoners came up to him near the Civil Hospital and assaulted and robbed him. The first prisoner came from behind and put his arms around complainant's neck, while the other snatched away his purse, which contained one dollar in silver, four dollars in copper and two pawn-tickets of the value of $5. A coolie at the Civil Hospital stated that he heard the complainant cry out when the robbery took place and saw the two prisoners run away. P. C. Thomas Duncan said that the first prisoner when brought to the station admitted his guilt. They were sentenced to six months' imprisonment with hard labour.

The *Frigga*, a new steamer of the Kingsin line, arrived here to-day from Hamburg, under the command of Capt. F. Nagel.

We learn that Friday, the 6th January, has been chosen as the night for the St. George's Ball, which is the earliest date clear of other events.

An alarm of fire which was raised about ten o'clock last night caused a large turn-out of the fire brigade and the public. Hardly any of those who went to look for the conflagration, however, succeeded in finding it. It occurred in a shed at Shek-tong-tsui among some mat-sheds, and as it did not assume more than the most insignificant proportions, it was put out in a few minutes.

We are glad to learn that Mr W. M. Deane, Captain Superintendent of Police, has been appointed a member of the Executive Council. Captain Deane has been over twenty-five years in the service here, and his long experience ought to be of great value to the Colony in the appointment he has now received. We believe the Hon. H. G. Thomsett continues in the Legislative Council, so that Mr Deane will not sit in the Legislative Council, for the present at least.

Chu Aloi, a cook, was brought before Mr Wodehouse in the Police Court to-day, charged with stealing 10 lbs. of beef from the Barracks at Kowloon on the 18th inst. A constable saw the prisoner coming out of the barracks with something bulky under his jacket. On giving chase to him the cook threw away a piece of meat of the weight mentioned. A soldier from the barracks said the prisoner was a master cook there. They had been missing provisions for the last few days. His Worship found the man guilty and sentenced him to 21 days' hard labour.

The annual Carbine instruction and practice of the Hongkong Volunteer Artillery was commenced this afternoon at the Kowloon Rifle Range, by a detachment, consisting of Sergeant MacBreen, and twelve gunners, under charge of Lieut. Woolley. The Military Man Target at 200, 400, and 500 yards was used, and as none of those present had fired at this target before, coupled with the fact of it being the first practice, after a very long interval, the result attained was fairly good. It is confidently anticipated that a revival of interest in shooting would do much towards re-establishing the Corps and filling its ranks.

The match between the Hongkong Cricket Club and the Racquet Court, which was commenced at the Cricket Ground yesterday, was continued to-day, and resulted in a victory for the Club. The Club had only four to make when they went in for the second time, and this being accomplished without the fall of a wicket the match was decided in their favour. The fielding of the Club showed a great improvement as compared with last match, being very good all through. Mr E. O. Smith, who bowled in splendid form, proved a terror to the Racquet Court players, having taken seven out of eight wickets.

The Tung Wah Hospital Committee have been doing all they can to rescue the bodies of the people who perished by the burning of the *Wah-yeung*. They sent junks, in tow of steam launches, with medicine and provisions and a number of people who went to try and identify their friends. A large number of the bodies were fearfully disfigured and were utterly unrecognisable. The Tung Wah Hospital people succeeded, however, in saving 79 male bodies and 3 female bodies, which might be identified, and which they had photographed by Ban Wo, so that relatives who might reside at a distance would have a chance of recognising their friends. The bodies have been removed to Sui-kong, a place in Honam, opposite Canton. The *Wah-yeung* has been burned down to where the copper cover of the vessel begins. The men at the forts are said to have given the poor people who were rescued sufficient money to take them home, and altogether the conduct of these soldiers is in striking contrast to the ordinary callousness and even cruelty of the Chinese.

Mr Mitchell-Innes heard further evidence at the Magistracy this afternoon in connection with the Namtau Extradition case. The prisoner called as witnesses the inmates of a low-class brothel, none of whom admitted having any knowledge of him. Another woman, also a prostitute, whom he wished to call, could not be found. There being no further evidence the prisoner made a lengthy statement as to his antecedents and commented on the evidence for the prosecution. He said with regard to the identification of the property that it had only been proved that the chops on the articles were Namtau chops, but the work of a Namtau jeweller in Hongkong or Canton would be Namtau work, so that the chops did not prove that the articles came from Namtau. He pointed out that it was the practice in pawnshops to enter in a book the weight of such articles when received, and he asked why the books of the Namtau pawnshops had not been produced for the purpose of comparing the entries with the articles in Court. He also asked why none of the men who were said to have been wounded in the attack on the house had not been brought forward as witnesses. The case was again remanded till Monday afternoon.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bangkok	Mongkut (s)	Geo. Anderson	Yuen Fat Hong	November 20, at 4 p.m.
Bombay, via Straits	Kliva (s)		P. & O. S. N. Co.	November 25, at 3 p.m.
Batavia, &c., via Saigon	Borneo (s)	Wilkens	Jardine, Matheson & Co.	November 26, at noon.
Bremen, and Ports of call	Preussen (s)	C. Pohle	Norddeutscher Lloyd	November 28, at 4 p.m.
London, via Suez Canal	Patroclus (s)	Thompson	Butterfield & Swire	November 20.
London, via Suez Canal	Jason (s)	Milligan	Butterfield & Swire	November 21.
London, and Ports of Call	Ancona (s)	W. J. Webber	P. & O. S. N. Co.	November 22, at 4 p.m.
Manila, via Amoy	Diamante (s)	McCaslin	Russell & Co.	November 21, at 4 p.m.
Marseilles, and Ports of Call	Natal (s)	Such	Messageries Maritimes	November 29, at noon.
Nagasaki, Kobé and Yokohama	Thibet (s)		P. & O. S. S. Co.	Nov. 25, at daylight.
New York	South American	Tucker	Russell & Co.	Quick despatch.
San Francisco, via Yokohama	City of Sydney (s)		Pacific Mail S. S. Co.	November 22, at 3 p.m.
San Francisco, via Yokohama	Oceanic (s)		O. & O. S. S. Co.	December 1, at 3 p.m.
San Francisco	Bandaneira	Ahrens	Russell & Co.	Quick despatch.
Shanghai	Ningpo (s)	F. Schulz	Siemssen & Co.	November 21, at 4 p.m.
Shanghai	Priam (s)	Butler	Butterfield & Swire	November 26.
Shanghai	Cyclops (s)	Nish	Butterfield & Swire	November 27.
Shanghai, Yokohama and Hiogo	Tartar (s)	Bailey	Adamson, Bell & Co.	November 20.
Shanghai, Kobé and Yokohama	Ava (s)	Vimont	Messageries Maritimes	Quick despatch.
Shanghai, via Amoy	Menelaus (s)	Nelson	Butterfield & Swire	November 26.
Singapore and London	Benlawers (s)	Webster	Gibb, Livingston & Co.	About November 22.
Singapore, Penang and Bombay	Stura (s)	D. Marchi	Carlowitz & Co.	December 1, at noon.
Swatow, Amoy and Tamsui	Fokien (s)	Roach	Douglas Lapraik & Co.	Nov. 20, at daylight.
Swatow	Nanshan (s)	J. Blackburn	Hop Hing Hong	Nov. 22, at daylight.
Sydney and Melbourne, &c.	Cloucurry (s)	Deasen	Gibb, Livingston & Co.	Quick despatch.
Vancouver (B.C.), via Yokohama	Batavia (s)	Wotton	Adamson, Bell & Co.	November 25, at 3 p.m.
Yokohama and Kobé	Monmouthshire (s)	Cuming	Adamson, Bell & Co.	November 21.
Yokohama and Kobé	Bengloe (s)	Farquhar	Gibb, Livingston & Co.	About November 23.

SHARE LIST.—QUOTATIONS.

November 19, 1887.

Stocks.	Nos. of Shares.	Value.	Paid up.	Position per last Report. Reserve.	Balance c/f ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 3,900,000	$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	152 % prem.
INSURANCE.							
North-China Insurance Co., Ld.	5,000	£ 25	£ 50	Tls. 100,000	Tls. 406,132.60	Tls. 23.65 for 1886	Tls. 257½
Yangtsze Insurance Company, Ld.	8,000	£ 25	all	£ 50,000	Tls. 3,050.76	7 % for 1886	Tls. 108
Union Insurance Society Co., Ld.	10,000	$ 250	$ 125	$ 614,000	$ 314,012.96	26 %, 1886	$87½ per share, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 245,240.04	20 % p. annum	$66
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,401.00	10 % for 1883	$75, sellers
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.50	$ 125,771.29	8 % for 1886	$215 per share, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 328,567.46	$37.50 for '85	$392½, buyers
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 612,500	$ 243,738.44	$ 6 for 1885	$80, "
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$19, buyers
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 7,713.40	...	$18 "
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$20, sales
STEAMBOAT COMPANIES.							
H. K. C. and M. Steamboat Co., Ld.	40,000	$ 25	all	$ *40,000 $ †100,000	$ 5,9[illegible]1.80	7 % half year June 30/87	$208, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 115,[illegible]13	[illegible]	$[illegible], buyers
Indo-China S. N. Company, Limited	13,387	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1886	12½ % dis., sellers
60,000 shares issued	31,212	£ 1	£ 10	...	...	None	$50 nominal
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...		
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 1,402.91	6½ % for ½ yr. to June 30/87	62, cash sales
HK. and China Gas Co., Limited	5,100	£ 10	all	£ 9,177.3.11	£ 1,527.3.11	10 % and 2 % bonus for '[illegible]	$130 per share, buyers, fully paid up
New Shares	1,900	£ 10	£ 7.10			$5, half year June 30 1887	$185 " ex div., nominal
Hongkong Hotel Company, Ld.	3,000	$ 100	all	...	$ 678.94		
3,000 shs. issued							
China Sugar Company, Limited	15,000	$ 100	all	...	$ 13,731.52	6 % for ½ year to June 30/87	$148
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 30,000	...	12 % for 1886	$54 " sellers
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 514.58	1 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited	7,000	$ 100	all	...	$ 129,301.18	None	$50 " nominal
Perak Sugar Cultivation Co.	5,000	Tl. 50	all	...	...	None	Tls. 18 "
Perak Tin-Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$10 " buyers
Punjom & Sungkie Dus Samatan Mining Co.	40,000	$ 10	all	...	...	None	$15½, buyers
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	$145
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	? ?	$43 per share, sales
A. S. Watson & Co., Limited	3,800	$ 100	all	$ 5,000	$ 2,730.09	13 % for 1886	65 % prem.
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	13 % prem.
BONDS.				Interest Due	Payable		
Japanese Imperial 1884 B.	8,500	£ 50	all	8 %	June 15 & D.	...	7 % prem., buyers
1884 C.	$139	$ 500	all	8 %	Oct. 15	...	8 % prem., buyers
1886 B.	...	T.700,000	T.250	7 %	March & Sept.	...	10 % prem., buyers

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At date.

The rumour about the Chinese blocking Macao, which was widely spread in Hongkong yesterday, turns out to have been entirely devoid of foundation. It probably originated from the fact that a company of Chinese soldiers has been stationed near the Barrier to assist the Macao authorities in suppressing the piratical raids that become pretty frequent toward the New Year Season. The following translation of an extract from a letter received by Mr A. G. Romano, Consul General for Portugal—which has been kindly sent to us by that gentleman—explains the nature of the event which may have given rise to the false reports :—

'The Procurador received a despatch from the Mandarin of Casa Branca (the official residence of the Chinese authority) informing him that about a hundred or two hundred soldiers would be quartered near the Barrier, to oppose the piratical raids which take place about the season of the New Year, and requesting the authorities of Macao to aid in the repression of the thieves (each force to be stationed in its own territory). The corvette *Bartholomeu Dias* went and anchored in the same place where the *Estephania* was, on account of the place being better for anchorage and being more convenient for steam-launch service. As regards the Treaty, a telegram was received saying that it was progressing well and will be concluded soon.'

Further subscriptions have been received for the sufferers from the Yellow River inundation from :—

Messrs. Melchers & Co.		$100
,, R. Telge & Co.		100
,, E. Schellhass & Co.		100
,, Frazar & Co.		50
,, Justus Lembke & Co.		50
,, Overbeck & Co.	Tls.	50
Geo. McBain, Esq.	,,	50
J. Chapsal, Esq.		$20
,, David Sassoon, Sons & Co.		100
,, E. D. Sassoon & Co.		100

The Paris Scandals.—Even to those who know how easily Frenchmen excite themselves, the passion, irritation, and alarm which the Caffarel 'incident' has created in Paris is astonishing. The disclosures themselves do not seem so extraordinary as the intense uneasiness which they have caused. There seems to be a conviction that everything is rotten and corrupt in the Administration, and the sentiment finds vent—since the time for hanging 'spies' and mobbing 'traitors' is not yet come—in furious denunciations of persons high up in society and politics. One paper, at least, attacks M. Wilson in language so libellous that it is difficult to see how he can pass it by and retain his credit; and yet persons who are conversant with Paris gossip find it easy to understand that, even if guiltless of everything at present urged against him, M. Wilson may shrink from bringing his affairs before the world. Responsible people are now plainly saying that the result of the whole business might be the retirement of President Grévy; and as to what the result of *that* might be no one can tell.—*St. James's Gazette.*

The Language of Gloves.—The *Gil Blas* furnishes us with some specimens of the 'language of gloves,' a species of telegraphy said to be largely resorted to by young lovers at the other side of the Channel at present. A young lady says 'Yes' by dropping her left hand; 'No,' by rolling the two gloves together. She conveys the invitation 'Follow me into the garden' by the pantomime of brushing an imaginary speck of dust off her left arm with one or both gloves. The manœuvre of drawing one hand over them as if to smooth the leather means 'I love you still the same.' Should she desire to know if her feelings are reciprocated she will partially remove the left glove. 'Be circumspect' is expressed by turning the ends of the glove of either hand delicately round the fingers. Lastly, if the lady has anything to complain of in her lover's conduct, she expresses her dissatisfaction by placing her gloves in the form of a cross on the table or on her lap. This signal the *Gil Blas* conjectures to be of English origin—a sort of rebus in action on our word 'cross' used adjectively.

The Vienna Congress and Quarantine.—A very interesting paper against quarantine was read at the Hygienic Congress which sat recently at Vienna, by Mr Shirley Murphy, of London, who argued that quarantine tended to give a false sense of security, and made local authorities sluggish to adopt sanitary measures. Mr Murphy denied that quarantine had ever proved an efficient preventive, but was challenged on this point by the French representatives, who in this Congress have constituted themselves into a systematic opposition to English and German ideas. Dr. Brouardel cited the example of Malta to prove that England still enforced quarantine. He forgot that the British Government had left the Maltese authorities to settle the quarantine question as they pleased, and that, moreover, as Mr Murphy pointed out, the recent outbreak of cholera in Malta did not say much for the usefulness of quarantine. The claim of British ships to pass through the Suez Canal in quarantine when bound for British ports was, of course, vehemently opposed by the French, who argued that every British ship coming from India—the land of permanent infection, as they call it—should be stopped for at least five days at the entrance of the Suez Canal.

Emigration to the United States.—There are no signs yet of the slackening of the tide of emigration to the United States. England, Scotland, and Ireland each sent last month about a thousand emigrants more than they sent in September, 1886. The number of foreigners sailing from English ports was slightly less; but this may mean, and we fear does mean, not that foreigners emigrate in less numbers, but that they are embarking at Havre and Antwerp rather than at Liverpool or London. For the first nine months of the year the United States has received about 170,000 persons of British origin and nearly half that number of foreigners. It will be a curious question for the ethnologist of the future how far this large percentage of other races has modified the characteristics of the original British stock. Australia shows a marked decrease, the numbers this year being 24,000, against 32,000 a year ago. No doubt the terrible tales of the unemployed, who have to exist on 5s a day, have something to do with this; but probably the withdrawal of the free and assisted passages by the different colonial Governments has a great deal more. As for all other places out of Europe, they have one point in common—that the Irish avoid them. The Irish furnished 30 per cent. of all the emigrants; but to all other places they only sent 480 persons out of a total of 13,000, of which more than half was supplied by England alone.—*St. James's Budget.*

Retaining the Hwang-Ho.—The *Shun-pao* says that as Tls. 20,000,000 will be necessary for repairing the breach of the Yellow River, in Honan, the Board of Revenue has decided to stop the payment of all the Provincial Officials' salaries for one year, commencing from the coming Chinese New Year, and all the large native banks throughout the Empire will be required to contribute Tls. 3,000 each. The Peking Officials will be deprived of half of their monthly income, and their Spring and Autumn rice allowances will be stopped for one year. The above proposals will soon be submitted to the Throne for approval.

'FRAGRANT WATERS' MURMUR

That the keynote of His Excellency the Governor's public policy, struck at the unveiling of the Kennedy statue, has been followed by the first debate in Council.

That the public are well pleased with the position taken up by His Excellency and with the cautious but exceedingly fair tone of his remarks.

That it would be well if Parliamentary form and precedent were rigidly adhered to in our Legislative Council, so that a fixity of usage could be relied upon for the guidance of honourable members.

That hitherto the necessity has existed of 'forcing explanations out of reluctant officials' (as the Governor phrased it), but that this necessity seems to exist no longer.

That in referring to our new Governor's first important speech in Council you had, of course, to run your head against the very ancient but defective aphorism of new brooms sweeping clean.

That aphorisms are all more or less defective: every intelligent housemaid knows that new brooms 'spread all over the 'ouse, and yet get nowhere, drat 'em!'—and that even proverbs, 'the crystalised wisdom of nations, flatly contradict each other is easy of illustration.

That, for instance, 'In a multitude of councillors there is wisdom is set off by 'Too many cooks spoil the broth.'

That again, 'A rolling stone gathers no moss' is reversed by 'A gangin' fit is aye gettin',' and so on *ad infinitum.*

That nevertheless your remarks are just and appreciative; our new Governor is evidently thoroughly practical, and—unlike the inflated ancient admixture of egotism, classical quotations, and general uselessness who, for sins not our own, was sent to rule over us—is apparently not above looking for information as to local matters in quarters where it is likely to be found.

That the Hon A. P. MacEwen was again well to the front, and that we may hope to see this representative of commerce, under the guiding hand of a Governor well versed in procedure and with tact enough to curb any undue impetuosity, settling down into a good and steady working member.

That when suggesting that the Tytam Water-works might be advantageously farmed out to a Syndicate, he must surely have overlooked the octopus-like grip with which Water Companies at Home invariably enfold their victims, rendering a free supply of water almost as great a miracle as that performed by Moses.

That no doubt a Syndicate could easily be found not only quite willing to take over the Water-works, but also ready to persuade the public that in so doing they were undertaking a herculean task of undiluted philanthropy.

That Mr MacEwen was perfectly right in referring to the proposed Gap Rock Light as a *burning* question, the question being whether oil or electricity.

That it would be a great boon to the poorer members of the community if Municipal taxation could be reduced to a uniform rate of ten per cent.

That I am glad to notice the Colonial Treasurer found both amusement and instruction in Mr MacEwen's speech, as he does seem to stand a little in need of the former, and as regards the latter—ah well, it don't matter.

That the Finance Committee will apparently have to give way and let in upon its darkness the light of the age—for, 'after all, the public pay the taxes.'

That the era of calamities has come, and the horrors are arriving on top of each other with a painful monotony.

That no sooner were the regrets expressed at the fatalities accompanying the Jubilee festivities than the fearful holocaust on board the river steamer *Wah-yeung* comes like a horrible nightmare.

That the horrors of that night in the Canton River will never be adequately described, while the most shocking feature of the sad disaster was the inhuman indifference shown by the Cantonese boat-people who calmly ignored the struggling and dying hundreds of their countrymen and countrywomen without lifting a hand to help or save.

That although it does not seem to have been conclusively shown that the *Wah-yeung* was carrying more than her legal number of passengers, it is to be feared that the box-like craft had a larger human freight than this class of vessel should be allowed to take.

That surely an inquiry of some kind or other will be made into this disaster—its causes, and the reasons why so little could be done to save life during its fearfully fatal progress.

That if the wooden decks of the ship were not soaked with spilt kerosine, then the necessity for a rigid inquiry becomes all the greater, to explain the suddenness of the destruction of life.

That the Europeans belonging to the ill-fated steamer and other steamers that neared her behaved well, and that Captain De Witt acquitted himself bravely.

That the Fire season has begun in earnest and has claimed another victim in the death of Fireman Fox, whose remains were honoured by a fireman's funeral.

That the careless handling of kerosine is becoming responsible for much of the damage by fire in the Chinese quarter, and the recent 'Blast' against this oil, issued by a native official at Hankow, is being partially justified by events.

That this illuminator, like many modern civilisers, is a good servant but a bad master.

That the German Fire Insurance Agent who sat in his office studying a small memorandum-book all through the Jubilee nights, and then went for a holiday after the celebrations were over, is contemplating an essay on '*Die Ironie von Schickal.*'

That the fire which occurred on the evening of his departure will cost the Insurance Companies about $120,000, of which only $20,000 falls to the lot of our local institutions.

That under these circumstances it would only be just that all alien Companies should be made to bear their share of the Fire Brigade rate, which at present they avoid, thus placing the local Companies and the community at a disadvantage.

That the Coroner's inquest on the death of one of the employées in the shop where the fire broke out may elicit some information regarding the origin of the fire.

That our cousins of the Straits Settlements have obtained the power to hold inquiries in the case of fires, and are thus ahead not only of this Colony but of the Mother Country.

That the Western district, overlooking the native quarter, still continues to be a hot-bed of fever, notwithstanding the advent of the cool weather.

That the Sanitary Board takes no steps to remedy the evil-smelling uptake which renders almost impassable the Road above Mosque steps.

That the sensible and generous gift of the handsome Jubilee Drinking Fountains to the Colony is already beginning to be appreciated, and will be doubly so when the hot weather comes round.

That the Harbour Department has shown its good sense in buoying Dunmail Rock and another danger off Wanchai, as these obstructions have long been a bugbear to the numerous steam-launches of the port.

That our Scotch residents appear to be busying themselves over St. Andrew, their motto being—

'Our aim native land! our sin native land!
Her wild woods are glorious, her waterfalls grand,
And her songs still proclaim, as they ring through the ocean,
The charms of her maids and the worth of her men.'

That in your Police Reports you should draw a distinction between 'whipping' and 'flogging': little boys are whipped, but men are flogged,—you might hurt the feelings of the bigger criminals, and criminals' feelings are much thought of in these times.

That the few remaining mosquitoes still on the wing and even more than usually redundant in vice and poison-injecting powers, are striking illustrations of the 'survival of the fittest.'

That as it is generally believed that the business of supplying ships in Harbour with coal, as carried on by the Chinese coal-dealers, is one of the most corrupt and dishonest systems in the commercial world, it is a great pity that the real culprit in the *Sherard Osborne* case was not run to earth.

That the absence of a Public Prosecutor is much felt in such cases.

BROWNIE.

THE PRAYA RECLAMATION SCHEME.

The following reply has been sent by the Colonial Secretary to the Hon. C. P. Chater, with reference to his letter informing the Government of the suggestions he had received from the Marine lot-holders, and enclosing a copy of the eight resolutions passed by the Chinese Marine lot-holders, with comments thereon.

Colonial Secretary's Office,
Hongkong, 18th November, 1887.

Sir,—Adverting to your letter of the 6th ult, on the subject of the proposed Praya reclamation, I am directed by the Governor to request you to convey to the Marine Lot-owners His Excellency's regrets at his inability to meet the whole of their views and wishes, as expressed in the resolutions which you forwarded.

The Governor would, however, be prepared to make concessions on the following points:—

Resolution 2.—His Excellency will adopt your suggestion, and allow the contractors' first calls for payment on account of work executed to be met from the preliminary deposit fund, until the latter is exhausted, on the understanding in respect of subsequent payments that any Lot-owner failing to meet the calls of the Government for the balance of the moneys due by him shall forfeit his rights to the reclamation.

Resolution 3.—The Governor consents to the proposed new Praya roadway being reduced to a width of 65 feet.

Resolution 4.—In consideration of the fact that the lots will be artificially reclaimed from the sea at great cost, His Excellency is disposed to relax the rules which would apply to lots situated on dry lands, and will therefore consent to back-yards somewhat less than 15 feet in width. In this connexion the following scale is prescribed, and I am to add that no proposition to still further reduce the width of back-yards will be entertained:—

Houses of a depth of	50 ft. or less to have in feet yds.	12
,, ,, ,,	from 50 to 60 ft. ,, ,,	13
,, ,, ,,	60 ,, 70 ,, ,, ,,	14
,, ,, ,,	70 ,, 80 ,, ,, ,,	15
,, ,, ,,	80 ,, 90 ,, ,, ,,	16
,, ,, ,,	90 ,, 100 ,, ,, ,,	18

Resolution 8.—Without at all assenting to the principle that Marine Lot-owners have an a *priori* right to the foreshore in front of their lots, such as would make it obviously fair that each should contribute to the whole reclamation only that part of the cost which had been incurred in respect of the portion allotted to him, the Governor is nevertheless disposed to think that there are considerations, partly in connection with the cost to be incurred, which appear to point to the justice of lower payment per area in some cases than in others, and for that reason is willing to assent to the proposal contained in the Resolution; and if the lot-owners are willing to defray the cost, His Excellency will cause a detailed survey of the ground to be prepared. In conclusion, I am to state that it will not be possible to acquiesce in the demands contained in the rest of the Resolutions, and that the questions relating to the division of the lands and to the shape of the terminus at West Point, raised by your European correspondents in the enclosures which you forward, may with more advantage be considered after the completion of the detailed survey, when it will be possible to determine the position of the sea-wall with greater accuracy. But, whatever may be the position of the proposed new sea-wall, I am to mention that the extension of the cross-streets must be on the same centre line as the present cross-streets, of which they will be only a continuation, and that the sea frontage between two cross-streets will in every case be equitably divided between lot-owners in proportion to their present frontage.

I have the honour to be, Sir,
Your most-obedient Servant,
Frederick Stewart,
Colonial Secretary.

The Honourable C. P. Chater.

THE CHINA TEA TRADE.

THE CAUSE AND REMEDY—REPORT BY FOOCHOW MERCHANTS.

Some time ago Sir Robert Hart requested the opinion of merchants in regard to the falling off in quality of Chinese teas and the remedies that would check this deterioration. A separate report was asked with respect to the steps to be taken to place Chinese teas on the London market at cheaper rates. To this Mr R. W. H. Wood, the Chairman of the Foochow Chamber of Commerce, replied that export duties to the amount of no less than 32 per cent. were levied on tea, and that Indian teas could be laid down in London at cost equivalent to the duty levied in China. These duties must be taken off if China was to compete with India.

The Foochow Chamber of Commerce sent a long reply on the causes of the decline and the remedies to be applied. After a short preamble they say:—

On the most reliable authority obtainable it is found that when fine Tea was produced in this province, it was the custom on the plantations, after the picking of each crop to thoroughly trench the ground, giving a liberal supply of manure in the form of fresh grass cut in the immediate neighbourhood to each plant, to prune the plants at least once every year, and when they became eight years old they were destroyed as worn out, new shrubs being planted in their place. And another most important matter, only three crops or pickings were taken in each year.

Now what is done? Simply nothing, no trenching, no manuring, no pruning, no replanting. While in most districts five crops or pickings are taken each year from the young growth, plants, and the 4th and 5th on the trees when aged [illegible] book.

Foreigners who have lately visited the once famous Pak Lin districts state that the tea plantations are utterly neglected, overrun by weeds, and the shrubs full of dead wood and covered with blight, while between each row sweet potatoes are grown.

To this Chamber the remedy seems very simple.

New plantations on new ground must be laid out, and well fostered as of old. This, however, is of necessity a work of years, but the following may be suggested as a temporary and immediate remedy.

The plantations should be thoroughly cleansed and trenched, the plants *well pruned*, a liberal supply of manure given, and when practicable new shrubs be introduced. And it is most important that only three crops or pickings should be taken each year.

The natives state that the increased cost of labour prevents this being done, but the Tables given in Appendix B show that improved quality gives improved prices, while if nothing be done, the tea trade of Foochow will become a thing of the past.

If, as stated before, the finest Teas were produced with only the applicat on of grass as a fertilizer, then it would seem unnecessary to go into the question of other manures, more especially as for some unknown reason the Chinese have a strong objection to their use, but we would draw attention to the extract from Colonel Money's well known work on Tea Cultivation in India, Appendix C., which shows that chemical manures have been used there with great advantage. And in the interest of this most important trade we would venture to suggest that the Chinese Government should cause experiments to be made with the various well-known manures, say grass, bean cakes, animal guano, and chemical, and we would further suggest that the said experiments should be made on the Pak Lin plantations, under the immediate supervision of a foreign expert. Further, instead of reproduction being carried on in the old way from cuttings from the shrubs, new plants should be raised from seed which might be obtained from India and Ceylon, and might also be interchanged with the varieties from the other districts in China. From the close proximity of Pak Lin to Foochow these plantations could be visited from time to time by the Native and Foreign merchants interested.

Another question of great importance is that of firing and drying the Teas. In the early days Teas were well and strongly fired, and it is a well known fact that their quality was as good at the end of a year, as on the day they were shipped, now, presumably on account of want of sap in the leaf, it is so lightly fired that the Tea commences to deteriorate within three or four months from the date of packing.

We would now call attention to other grievances, perhaps of less importance than the improvement in the quality of the Tea, but which in themselves greatly militate against the trade of the port, and first on the list is: *excessive proportion of Dust, and Stalks.*

The tables given show (Appendix D) the percentage of Dust as found this season, as well as what is considered should be a fair proportion.

This is a very important question, more especially as regards the trade with the Continent of Europe, Australia, the United States and Canada, where, until five years, Foochow Teas were exclusively taken, but now owing to this excessive proportion of Dust, merchants are being compelled to grow their supplies from other sources, and on the Continent of Europe Ceylon Teas are finding much favour to the great detriment of Foochow Teas.

The evil is one of long standing as shown by the protest made by this Chamber so far back as 1879, Appendix E., but unfortunately it has continued to increase, and in this year's crop the percentage of Dust is probably the largest yet known.

In the above mentioned protest attention was drawn to the poor condition of the packages and thinness of the lead; instead of any improvement, however, in this respect, complaints have become more frequent of late years. There has also been much irregularity in the packing of the Teas; in some instances a discrepancy occurring of 4 or 5 lbs. in packages of a parcel or chop, which is a constant cause of disputes in striking the average weight.

A further and much to be regretted abuse in the trade is the constantly recurring attempt at fraud on the part of some teamen, in the endeavour to sell their produce by false samples and master packages. This is specially the case with Souchongs.

Three distinct attempts have been proved during this season against a Tea Hong and its branch firms to defraud the foreign buyers by means of these false samples, which, had the matter passed undetected, must have led to very serious loss; the difference in value between the master package and the bulk being from Taels 4 to 5 per picul.

It appears that many teamen are in the habit of packing, separately, a small quantity of superior quality leaf to the rest of a chop, which is sent out as a sample fairly representing the bulk, trusting that if detected a cut in price will be arranged, which would not even then sufficiently compensate the buyer.

Such fraudulent and dishonest practices can but tend to the injury of the Tea Trade and to the loss of that confidence and cordiality which should certainly exist between buyer and seller.

A case of detected imposition by the Hong above alluded to has lately been brought to the notice of H. B. M. Consul, through whose representations to the Native Authorities a fine of Five Hundred Dollars has been imposed.

There is another matter which calls for suppression, viz. the admixture of Lie Tea or leaf other than Tea Leaf, and the employment of congee or rice water, tea dust, soot, and such like deleterious substances in the manufacture of locally-packed Teas. The Natives affirm, with truth, that the demand 'for price' has led to these malpractices, as with the sizing of cheap shirtings in Manchester, 'to meet a demand.' Be this as it may, there can be, nevertheless, no necessity for the introduction of lie leaf into the finer grades of Scented Tea, which even exports have difficulty in discovering. The honest trader is thus seriously handicapped, as he can only obtain 'market price' for the legitimate article, costing taels per picul more than the Teas of these unscrupulous rivals.

The only remedy that occurs to this Chamber is for the Board of Trade Commissioners to offer an ample reward for the discovery of any Hong having Lie Tea in its possession, and that a severe example be made of the delinquent.

Some time ago a quantity of Lie Tea was publicly burnt, but the operation was carried through in a half-hearted way, and it is said the soldiers who superintended the matter secreted and resold a considerable quantity.

In conclusion we can only add that it is the opinion of the Chamber that if the Tsungli Yamen approach this important question in the manner it deserves, and causes the various remedies to be carried out, then the Tea Trade of Foochow may be revived; but if not, its very existence [illegible]

[illegible] Wm. D. Hunter,
Franz Schonfeld,
T. Pim.

A letter signed by all the Foreign merchants at Foochow has been addressed to the Commissioner of Customs signifying their entire approval of the correspondence and the report.

SUPREME COURT.

IN CRIMINAL JURISDICTION.

(Before His Honour Mr Justice Russell, Acting Chief Justice).

Saturday, November 19.

CHARGE OF MANSLAUGHTER WITH DAMAGES.

Li Yung Kam was charged with manslaughter, it being alleged that he caused the death of a girl by allowing the steam launch *Kam Wah* of which he was in charge to run into and capsize a sampan.

Mr J. J. Francis, Q.C., appeared for the defendant, instructed by Mr Holmes.

The Acting Attorney General said this was a matter of manslaughter occasioned by the running down of a small boat by a steam launch. The evidence which he had in the depositions was very scanty respecting the personal negligence of the defendant, and from information which he had received this morning he saw that it would be very difficult for him to prove and very doubtful if he could prove that amount of personal negligence on the part of the defendant which would warrant a conviction. In these circumstances, the defendant having made an offer of compensation to the father of the girl, who was the owner of the boat run down, he believed that offer had been accepted. In these circumstances he would not offer any evidence.

His Lordship said he thought it was extremely doubtful if personal negligence could be proved, and in cases of this sort it was clearly laid down that personal negligence must be proved before a conviction could be obtained. As some compensation had been made he thought it was wise not to proceed with the prosecution.

The defendant was therefore discharged.

The amount of compensation given was $70.

The prisoners convicted at yesterday's Court will be sentenced on Monday.

THE ASIATIC QUARTERLY REVIEW.

In the October number of the *Asiatic Quarterly Review*, besides Mr A. R. Colquhoun's paper on Burman Railways, there are several articles worth noting. In point of interest a translation by Captain Francis Beaufort, R.A., of General Prjevalsky's important memorandum on Central Asia comes first. It is an extremely able and comprehensive sketch of the position of affairs on the Central Asian plateau, and though written from a Russian point of view there is no reason to believe that it is not a fairly accurate one, as regards the physical conditions, the character and feelings—in Asiatic societies there are no aspirations—of the inhabitants, that is the nomads who rove the plains and the settled populations of the oases. But there is something very disquieting in the tone adopted by the writer about the Chinese, and the hints he throws out of Russia's probable policy in the future. The Marquis Tseng or any other Chinese statesman who peruses the document will pass a sleepless *quart d'heure*. General Prjevalsky discusses the present condition of Central Asia under seven heads:—

1. Causes of the sparse population of the country.
2. General characteristics of the population.
3. Small hope of progress.
4. Instability of the Chinese power.
5. Russia's prestige.
6. The Chinese army.
7. Our (Russia's) relations with China.

It would be impossible for us to find space even for an epitome of the facts and arguments condensed by General Prjevalsky under these heads. He regards it as the inevitable destiny of these vast territories to pass under the rule of Russia. His chapter on the instability of the Chinese power in those regions, shows that he has not much faith in the Marquis Tseng's 'awakening.' On the other hand he says:—

'In the course of all four of my travels through this country, I have had continually brought before me the very deep sympathy and respect which the Russian name enjoys everywhere among the natives, with the exception indeed of Tibet, where we are little known. Among the other nationalities the attraction exercised by Russia is most remarkable. The Nomad Mongols, the Dungans, *i.e.* the Mussulman Chinese, and the inhabitants of Eastern Turkestan, especially the latter, are all more or less possessed with the idea of becoming subjects of the White Czar, whose name equally with that of the Dalai-Lama appears in the eyes of the Asiatic masses as surrounded with a halo of mystic might. These poor Asiatics look to the advance of the Russian power with the firm conviction that its advent is synonymous with the commencement of a happier era, a life of greater security for themselves.'

Thus he thinks the people of Chinese Turkestan and the Mongols are gravitating towards Russia. 'It is probable that a similar sympathy, though perhaps less intense, exists towards us in the Northern Provinces of China amongst the local Mahometan population, while the Southern Mongols are probably indifferent, and in the event of a collision would side with the victorious party. One must recognise that Russian ambition takes large sweeps. General Prjevalsky enters into a long and careful examination of Chinese military power, which he concludes is not so potent as to justify her 'impudent' attitude towards Russia. He concludes with the following significant declaration:—

'As regards China, we may rest perfectly assured that her policy towards us will undergo no change, at least of a permanent character, without a very decisive exhibition of strength on our part. Whether we like it or no we have a long account which must be settled, and palpable proof given to our haughty neighbour, that Russian spirit and Russian courage are equally potential factors whether in the heart of Great Russia or the Asiatic Far-East.

The article will no doubt give rise to much discussion, and many of General Prjevalsky's arguments will be stoutly contested.—*Overland Mail.*

THE NEW EXPEDITION TO THE ANTARCTIC POLE.

The news that the Australasian Governments have agreed to combine in asking England to assist them in sending an expedition of discovery into the Antarctic Circle, serves to remind us how utterly unknown is that vast quarter of our globe. While the Arctic regions have been approached and explored from every side, the exclusion which shrouds the continents and seas that lie within the Antarctic Circle has hardly been broken. Once, indeed, the veil of mystery—more obscure than the deepest haze that ever rests on the Polar ocean—was lifted for a moment, and men heard in amazement of the voyage of the 'Erebus' and the 'Terror' in what seemed an enchanted world. Breaking through a belt of ice, the ships found themselves upon a shallow open sea, and, sailing due south, saw between them and the edge of an ice-bound continent. Inland, the snow-clad cone of a mighty volcano, from which smoke and flame were issuing, rose over twelve thousand feet into the sky, and near it another mountain of almost equal height. To bar all access to this land, was reared the most astonishing barrier that the mind can conceive. Sheer to the water fell the sides of an ice wall two hundred feet high. Not a promontory, not a fissure, marred its smooth seaward face, which towered above the masts of the two ships as they passed beneath. At the top the wall was flat, and extended inland for a thousand feet. To surmount this barrier no attempt was made; and all efforts to find an inlet proved useless; for four hundred and fifty miles the ships followed the course of the ice-wall without finding any break. It was not, however, in these discoveries alone that the expedition of the 'Erebus' and the 'Terror' was successful. Captain Ross, who commanded the expedition, succeeded in reaching a point from which the distance to the Magnetic pole was computed to be only one hundred miles. This was, with the exception of a passing visit from the 'Challenger,' the last attempt to explore the Antarctic Circle. It is hardly to be wondered that the Australians, who lie comparatively so close to this unknown region, should desire to know its true nature; for till a new exploration has been made, there is nothing possible but the merest conjecture on the subject. Possibly in the Antarctic there is a larger extent of ocean than in the Arctic regions, but the land and water is differently distributed. In the Arctic region, the water is around the Pole. In the Antarctic, the Pole is in all probability surrounded by a solid continent. But though the stretch of the Southern Polar ocean is greater than that of the Northern, the continent is vast enough. Elisée Reclus, the first of French geographers, perhaps the greatest geographer now living, computes that the unknown South Polar region is of such vast extent that were the moon to drop upon it, we should be unaware of what had happened. These are the actual words taken from the opening chapter of the 'Géographie Universelle'—In the Northern zone, it is true that bold seamen, the honour of our race, have gradually narrowed this mysterious space, and in our day the fragment of the terrestrial globe which remains to be discovered in these regions does not exceed the hundredth part of the surface of the earth. But on the other side of the world the discoveries of the explorers still leaves an enormous void,—a void of such diameter that the moon could fall within it without touching those parts of the planet which have already been visited by man. Whether this vast unknown space is land or water, must no doubt in great measure be pure conjecture. The fact, however, remains that only a hundred miles of land lies between a point that has been already reached by ships and the Magnetic Pole. In the North Polar regions, the difficulties to be surmounted by the explorer are far greater; for there, huge masses of ice perpetually in motion and crashing against each other with fearful violence, and storms and dense fogs render the passage of men upon the ice floes very dangerous. Captain Parry, for instance, who penetrated farther North than any other explorer, had to return owing to the motion of the fields of ice. At the South Pole, the fact that it is solid land that has to be traversed would probably make the attempt far easier. To surmount the ice wall would surely not be an impossibility, and this accomplished, the hundred miles on land ought to be traversed without any insuperable difficulty, for the cold, it is thought, would not increase so as to render human life impossible.

The expedition, if it sails, will not be intended merely to try and find something, though no one knows exactly what that something is, or what the good of it will be when it is found. It will start to discover the secret of laws which will affect Australians when they are masters of a fourth of the habitable globe. The knowledge of the conditions that govern the climate of Australia is extremely important for its inhabitants. These conditions, however, cannot possibly be understood until the geographical configuration of the Antarctic Circle has been ascertained, its meteorological features, the set of the ocean currents, and the magnetism of its seas and continents have been properly observed. In our knowledge of magnetism, there are whole spaces absolutely vacant which might be filled by the study of the new phenomena certain to be presented to those who enter the unknown regions for which the expedition is intended. It cannot be called merely satisfying an idle curiosity to actually reach the Southern Magnetic Pole, though it is not possible to say beforehand exactly what may be the results to be derived from such a discovery.

It is much to be hoped that the expedition, if it starts, as it seems almost certain it will, should be made thoroughly efficient. If the voyage of discovery is worth undertaking, it is certainly worth doing in such a manner that no possible chance of acquiring information as to the Antarctic regions shall be omitted. At present it would seem as if the proposal were only to send two vessels to discover whether or not there exists a great Southern continent, and not to try any speculative attempt to reach the Pole itself,—at least, in the accounts of the scheme already published, nothing is said about such a project. Surely such an omission would be a great mistake. It may perhaps be argued by the respective Governments of the Colonies that the matter is not one which is of a sufficiently practical kind to permit their spending taxpayers' money on the quest. If this is so, why cannot some of our millionaires come to the rescue, and enable Australia to fit out a supplementary expedition whose primary business shall be to traverse the hundred miles between the point reached by the 'Erebus' and 'Terror,' and the Magnetic Pole!

We may look forward to the new expedition without fear, and with confidence that information of a most valuable and interesting kind will be added to our stock of knowledge. It is but a little garden Man has, and it seems feeble for him not to know it all.—*Spectator.*

Quotations

Hongkong, *November* 19.

OPIUM—New Patna,	cash,	490/
,, Old ,,	cash,	—
,, New Benares,	cash,	485/
,, Old ,,	cash,	—
,, New Malwa,	cash,	520
,, Allowance,	Taels...	32/48
,, Old Malwa,	cash,	540
,, Allowance,	Taels...	32/48
,, Persian, Oily,	cash	675
,, Allowance,	Taels...	None
,, Persian, Paper tied		690/750
,, Allowance,	Taels...	None

Exchange.

Hongkong, November 19.

On London—	
Bank, Wire,	3/1⅞
,, On demand,	3/1⅞
,, 30 days' sight,	3/1⅞
,, 4 months' sight,	3/1⅞
Credits, 4 ,, ,,	3/2½
Documentary, 4 months' sight,	3/2½
On Paris—	
On demand,	3.99
Credits, 4 months' sight,	4.03
On Germany—	
On demand,	76
Credits, 60 days' sight,	77½
On Bombay—	
Wire,	223½
On demand,	224
On Calcutta—	
Wire,	2.3½
On demand,	224
On Shanghai—	
On demand,	72⅞
30 days' sight,	73½
Gold Leaf, 100 tins,	32.55
Sovereigns,	$6.32

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Barometer—	9 A.M.	30.27
Do.	1 P.M.	30.21
Do.	4 P.M.	—
Thermometer—	9 A.M.	68
Do.	1 P.M.	72
Do.	4 P.M.	—
Do.	(Wet bulb) 9 A.M.	60
Do.	Do. 1 P.M.	62
Do.	Do. 4 P.M.	—
Do.	Maximum	72
Do.	Minimum over night	66

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 18.—AT 4 P.M.

Stations.	Barometer reduced to 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'ostock.	30.17	29	—	NNE	1	c	—
Nagasaki.	30.26	56	51	N	1	b	—
Shanghai.	30.34	54	68	N	3	b	—
Amoy	30.25	73	55	NE	6	b	—
Hongkong	30.18	69	55	ENE	6	c	—
Haiphong.	30.17	76	89	ESE	2	b	—
Bolinao.	29.93	82	—	NW	3	b	—
Manila.	29.94	83	70	NNE	2	c	—
NOVEMBER 19.—AT 10 A.M.							
Wl'ostock.	29.97	29	78	NNE	2	b	—
Nagasaki.	30.34	57	62	—	0	c	—
Shanghai.	30.34	54	80	—	0	b	—
Amoy	30.30	67	79	W	2	b	—
Hongkong	30.28	70	44	ENE	2	c	—
Haiphong.	30.24	70	80	—	1	c	—
Bolinao.	30.04	80	—	SE	2	b	—
Manila.	30.04	81	76	NE	1	c	—

The barometer has risen in Luzon and gradients have in consequence decreased. Fine, cool and dry weather prevails.

W. Doberck.
Government Astronomer.

Hongkong Observatory, November 19.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, 100 being the point of saturation with moisture.
4. Direction of Wind, in 32 points.
5. Force of Wind, according to Beaufort scale.
6. State of Weather, 0 blue sky, 1 detached clouds, 2 drizzling rain, 3 fog, 4 gloomy, 5 hail, 6 lightning, 7 overcast, 8 passing showers, 9 squally, 10 rain, 11 snow, 12 thunder, 13 visibility, 14 dew (wet).
7. Rain in inches, tenths and hundredths.

METEOROLOGICAL REGISTER.

AT 4 P.M. NOVEMBER 18.

Barometer	30.20
Temperature	68
Humidity	56
Direction of Wind	N
Force	3
Weather	c

Hongkong Observatory, Nov. 19, 1887.

DEDICATION OF A SHAKESPEARE FOUNTAIN.

A POEM IN COMMEMORATION, BY OLIVER WENDELL HOLMES.

London, Oct. 17.—The Shakespeare Memorial Fountain, presented by G. W. Childs of Philadelphia to the town of Stratford-upon-Avon, was dedicated with imposing ceremonies to-day. The weather was fine. There was an immense crowd in attendance and much enthusiasm was manifested.—Dr. Macaulay represented Mr Childs at the proceedings. Just before noon the invited guests formed a line and marched to the Town Hall and thence to the site of the fountain. Henry Irving made the dedication speech. He said he admired Childs' public spirit and energy, which were worthy of Philadelphia. His generous deeds were widely known and he was greatly respected.

The following poem by Oliver Wendell Holmes was read at the dedication:

Welcome, thrice welcome is thy silvery gleam,
Thou long imprisoned stream!
Welcome the tinsle of thy crystal heads
As plashing raindrops to the browsing meads,
As summer's breath to Avon's whispering reeds!
From rock-walled channels, drowned in rayless night,
Leap forth to life and light;
Wake from the darkness of thy troubled dream,
And greet with answering smile the morning's beam!

No purer nymph the white-limbed Naiad knows
Than from thy chalice bows;
Not the bright spring of Attic's sunny shores,
Starry with spangles washed from golden ores,
Nor classy stream Blandusia's fountain pours,
Nor wave translucent where Sabrina fair
Braids her loose-flowing hair,
Nor the swift current, stainless as it rose
Where cold Arveiron steals from Alpine snows.

Here shall the traveler stay his weary feet
To seek thy calm retreat;
Here at high noon the brown-armed reaper rest;
Here, when the shadows, lengthening from the west,
Call the mute song-bird to his leafy nest,
Matron and maid shall chat the cares away
That brooded o'er the day.
While flocking round them troops of children meet,
And all the arches ring with laughter sweet.

Here shall the steed, his patient life who spends
In toil that never ends,
Hot from his thirsty tramp o'er hill and plain,
Plunge his red nostrils, while the torturing rein
Drops in loose loops beside his floating mane:
Nor the poor brute that shares his master's lot—
Finds his small needs forgot—
Truest of humble, long enduring friends,
Whose presence cheers, whose guardian care defends

. . . . . .

What visions greet the pilgrim's raptured eyes!
What ghosts made real rise!
The dead return—they breathe—they live again,
Joined by the host of Fancy's airy train,
Fresh from the springs of Shakespeare's quickening brain!
The stream that slakes the soul's diviner thirst
Here found the sunbeams first;
Rich with his fame, not less shall memory prize
The gracious gift that humbler wants supplies.

O'er the wide waters reached the hand that gave
To all this bounteous wave,
With health and strength and joyous beauty fraught;
Blest be the generous pledge of friendship, brought
From the far home of brother's love, unbought!
Long may fair Avon's fountain flow, enrolled
With storied shrines of old,
Castalia's spring, Ecteria's dewy cave,
And Horeb's rock the God of Israel clave!

Land of our Fathers, ocean makes us two,
But heart to heart is true!
Proud is your towering daughter in the West,
Yet in her burning life-blood reign confest
Her mother's pulses beating in her breast.
This holy fount, whose rills from heaven descend,
Its gracious drops shall bend—
Both foreheads bathed in that baptismal dew,
And love make one the old home and the new!

AN AMATEUR MURDERER.

BY LUKE SHARP.

Now that the chances are that I shall be nominated for Congress next election, I have been looking over my past life, and I cannot help but admit there are many incidents in it that if unexplained will seriously jeopardize my chances of being at the head of the polls. Supposing that in the heat of the contest my opponent suddenly charged me with being under arrest for murder, and that, too, on my own confession, I very much fear that in the turmoil of a political meeting I would not be heard with that patience that would enable me to clear [illegible] notice.

Deny it? Well, I couldn't very well do that, because the charge would be true, and it is well known that whatever else a politician may do, he can never, never tell a lie. He is like the curly-headed boy of the poem, or George Washington, or a newspaper in *that* respect.

So I rather choose to tell the facts of the matter while the public mind is reasonably calm and then have this account reprinted in the form of a circular during the contest if the charge is at that time brought against me.

A friend of mine, a first rate fellow and an artist, in fact the terms are generally synonymous, was installed master of a Masonic lodge and after the ceremony he gave a grand dinner at Anderton's Hotel, the Masonic tavern of Fleet street, London.

The ceremony took a great deal of time and when the banquet which followed was over, it was very late. I found that all conveyances had stopped for the night. I tried to engage a cab, but as I lived a long way out the cabbies showed great reluctance in accepting so distant a fare. The night was clear and the walking good, so I struck out and determined on the way to see some unfamiliar parts of London at an unfamiliar time. I buttoned my overcoat about me and started out on foot. After I had gone several miles through the silent town, meeting no one but an occasional policeman or some vagrant like myself, I began to regret that I had not put up at one of the down town hotels. An unaccountable thirst took possession of me and this was the more remarkable as I had done what I could during the dinner to quench it. Of course at this hour there was no place open where a tired wayfarer could refesh himself.

Looking down a side street I saw a bright light stream out on the road, and I said to myself that I could likely get at least a glass of water there. I found the place to be apparently a public house. It stood on the corner and had large windows, covered on the lower half with red curtains, through which a person could not see, but to judge by the sounds of revelry within there was no lack of something to drink. It seemed strange that any place should so defy the law, but I was thirsty and went in. The moment I opened the door there was an instant hush and everyone looked towards me as well as they could through the clouds of smoke that filled the room. A rough bar was erected to the right of the entrance, and behind it were barrels of beer. A stalwart barkeeper was filling glasses from these barrels without the aid of the ordinary useful and ornamental beer pump.

'*I'll take a glass of beer.*'

'I'll take a glass of beer, if you please,' I said, and put down my money.

'Beer, sir? Yes, sir,' said the man.

But he made no motion to fill my order. He looked towards the end of the room and a burly man in his shirt sleeves came forward.

'What's your name?' he said gruffly.

'My name,' I answered, 'is cash. I have found it a good title to travel under in different parts of the world. There's my card,' I continued pointing to the shilling on the table. 'I am very thirsty and want a glass of beer.'

'Oh, you *do*, do you? Don't you know that no beer's sold in London at this time of night?'

'Well, you seem to be having all you want here.'

'Oh, we *seem*, do we? And you want to make *sure*, do you? Now we've had enough of your company. Haven't we, lads?' There was a roar of assent at this and the beer mugs rattled on the deal tables. The burly man strode to the door and opened it wide. As he did so there appeared to be a move among the assembly to assault me, but the man held up his hand and said authoritatively, 'Not here lads.' 'Now,' he shouted turning to me, '*you get out!*'

I never bandy words with a man who is much larger and stronger than myself and the speed with which I got out on the pavement rendered futile his good-natured attempt to assist me out. I heard the door bolted and the hubbub renewed with greater fierceness than before.

I walked around the corner and stood a moment looking at the ruddy windows wondering what the meaning was of such a reception. Even if I had stumbled into a private gathering, which seemed possible, the desire for a cool glass of beer is not looked on by the average Englishman as putting a person beyond the pale of civil treatment. It is a yearning they generally appreciate and sympathize with.

As I stood there meditating on the circumstances a side door opened and a woman's head appeared. Looking furtively up and down the street she whispered when she saw me:

'Cut for it! Don't stand there, but run!'

'Why?' I asked, 'what have I done?'

'They think you're an informer. Run!'

'I'll go back and show them I'm *not* an informer. What should I inform about?'

'Oh, don't stand there but *go!* They've too much drink in them to listen to you. Cut for it or there'll be murder.'

With this the door was closed as softly as opened, and thinking that perhaps the woman knew better than I, what sort of companions she had, I 'cut for it.'

Before I got round the corner I noticed three men come out, and seeing me cutting for it they followed, but not with as much haste as they would have done, I thought, if they wanted to catch me. Nevertheless before I had turned the next corner they were at the first turning, and as they came into the light of the corner lamp I noticed that each had a stout stick in his hand. I ran down the next street and in a very few moments saw why they did not hurry. I was in a trap. Up in the darkness before me loomed the huge brick viaduct of a railway that ran above the housetops. Against this ended the street and there was no way out except the road by which I came.

Just as the position of affairs dawned on me my three pursuers appeared at the other end of the street. There was a lamp about half way down the street and I reached it a little before they did.

'Well,' I said dejectedly, 'I suppose it's all up. I see you know me.'

'You won't know yourself when we be done w'ye,' said the foremost ruffian.

I slipped off my overcoat.

'Oh,' I exclaimed, 'I give myself up. I am tired of hiding and intended to give up to the first policeman I met. But you may as well have the reward among you I suppose. It won't make any difference to me.'

'What reward?' cried another of the gang.

'The £100. You know of course that I am Brown, the murderer.'

Now here was a curious phase of human nature. Up to that moment they had been pressing around me, each waiting for the others to strike first. But the moment I mentioned my name they fell back aghast, as if it would have been contamination to touch me. And yet they were themselves going to make a brutal assault that for all they knew would end in murder. Brown was not the name of the murderer that all London was searching for at that time, but that name will serve. He had been a week in hiding with the toils getting closer around him. He had been in every quarter of the metropolis, and many a man over his glass of beer had told how he had passed him, or spoke to him, or thought he had. My three ruffians consulted together for a moment. The startl[illegible] made no [illegible] them. The crime I had been guilty of had been one of particular atrocity. I could see that the three had half a mind to 'cut for it' themselves.

'Will you go quietly with us to the station?' said the foremost ruffian.

'Certainly. Two of you can take my arm and the other follow with his stick. I couldn't get away if I tried.'

They declined to touch me, but one walked on each side while the third followed.

* * * * * * *

'This is Brown, the murderer,' said the foremost ruffian to the sleepy Inspector at the station, which we reached after a long walk.

'What!!!' cried that functionary, as he sprang up, wide awake. The two policemen who were sitting on a side bench jumped to their feet. I slipped off my overcoat and stood in the dingy station in all the dazzling glory of full evening dress. The ruffians rubbed their eyes as if a transformation scene had taken place. Of course a man may be a murderer in a dress suit, but that is not the popular conception of him.

The policeman looked at me and began to laugh.

'There's the picture of Brown,' said the Inspector, pointing to the wall.

I am not handsome, but I did not in the least resemble Brown.

'Now,' I said to my three ruffians, 'I am ever so much obliged for your escort. I feel safer here than I did in that blind street. If you have no other charge against me than the trivial one of murder you had better go before I tell my story.'

They seemed to agree with me and hastily left.—*Detroit Free Press.*

LAWN TENNIS BALLS.

A contributor to the *Ceylon Observer* makes these few remarks on the quality of the balls used in Lawn Tennis with which most of our tennis-playing readers may feel disposed to agree:—

Lawn Tennis is so universally played in Ceylon that it may almost be called the national game of the island, if such a term is admissible; it may, therefore, interest my readers to know a little about the discussion that is now going on at home, anent Tennis Balls. For championship and other leading Tournaments, Ayres' balls are invariably used. Ayres is to some extent the father of lawn-tennis so to speak, for we have taken what he has provided us in balls, as regards 'bounds' from the very start. Perchance the strokes would have been played in quite a different manner had he chosen to give us originally balls with, say double or half the bound of those now in vogue. But now that other manufacturers are supplying articles so near Ayres in every way, it is contended tha the monopoly of the latter should be shaken off.

The two greatest opposers to Ayres are Slazenger & Feltham, and the following are the chief differences between the three varieties, discovered upon examination by an expert. The chief points in a ball are the 'diameter and form,' 'bound' and 'solidity.' As regards the first point, Ayres' are the most uniform in diameter, but as regards shape Ayres's and Slazenger's appear equally good. Slazenger's show themselves to have the highest degree of uniformity as regards weight. Feltham's appear equally uniform in weight and diameter combined, but they do not seem either as uniform as Ayres in diameter, or as Slazenger's in weight. As regards 'bound,' Slazenger's balls bounded uniformly higher than Ayres', by 4 inches, whereas Feltham's (when averaged) bounded about 2 inches less.

We cannot expect to get balls of uniform 'bound' and 'solidity' until we have a fixed legal standard. To do this should be the work of a Lawn Tennis Association, such as exists in the United States. The executive of the A.E.L.T.C. should promote such an organization. A body of this kind would find plenty of occupation in setting the many vexed questions (such, for instance, as those of scoring and handicapping) with which the game abounds. Lawn tennis is rapidly becoming a game of calculation similar to billiards, and while we have perfect courts, we should certainly not rest content without perfect balls. It would be distinctly absurd to advocate the use of balls by one maker only, but the balls used should certainly be alike in every respect, whether they be supplied by one or twenty makers, and I for one cannot see why this should not be so.

'WHAT is economy?' asks a newspaper writer. This is an easy one. Economy is losing 5 dols. at poker and giving your wife that much less market money during the next two weeks. There are lots of this brand of economy abroad in the land.—*New York Weekly.*

BYWATER, TANQUERAY & Co. (late BYWATER, PERRY & Co.) are agents for Residents abroad, Missionaries, Chaplains, &c., in every part of the world. Goods and Outfits supplied at Wholesale prices. Shipping and passages arranged. Banking in all its branches. Full descriptive Catalogue post free. Offices:—79, Queen Victoria Street, London. 20,000 References.

Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy.	* Madeira.
* Azores Is.	* Malta.
* Belgium.	* Mauritius.
* Bermuda.	* Natal.
* Canada.	* Newfoundland.
Canton.	New South Wales.
* Cape Colony.	* New Zealand.
Ceylon.	North Borneo.
† (*Constantinople*).	Ningpo.
* Cyprus.	* Norway.
* Denmark.	Port Darwin.
* Egypt.	* Portugal.
* Falkland Is.	Queensland.
Foochow.	* S. Helena.
* Gambia.	* Seychelles.
* Germany.	Shanghai.
* Gibraltar.	* Sierra Leone.
* Gold Coast.	South Australia.
Hankow.	Straits Settlements.
Hawaii.	Swatow.
Hoihow.	* Sweden.
Hongkong.	* Switzerland.
* Holland.	Tasmania.
* Honduras, (Br.).	United Kingdom.
* Iceland.	* United States.
India.	Victoria.
* Italy.	Western Australia.
Japan.	* West Indies (British, Danish, and Dutch).
* Lagos.	

2—Orders on the Countries marked * are forwarded *through the London Post Office*, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in).

Up to £ 2, or $10, or R 20,.....0.20 cents.
,, £ 5, or $25, or R 50,.....0.40 ,,
,, £ 7, or $35, or R 70,.....0.60 ,,
,, £10, or $50, or R100,.....0.80 ,,
,, — — R150,...$1.00.

[redacted]

6.—Money Orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

† By means of Postal Notes.

Government Notification.

No. 56.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1823 *Feet above Sea Level.*

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hauled down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a *red* light will be exhibited at the *West* Yard Arm, or a *green* light at the *East* Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSETT, R.N.,
Harbour Master, &c.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP *OCTA*, FROM ANTWERP, BORDEAUX AND HAIPHONG.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Instant, or they will not be recognised.

ADAMSON, BELL & Co.,
Agents.

Hongkong, November 14, 1887. 2220

STEAMSHIP *MELBOURNE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, and Havre ex S.S. *Yorouba*, from Antwerp ex S.S. *Amiral* and *Frederic Morel*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Sunday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 21st Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before WEDNESDAY, the 23rd Inst., or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 13, 1887. 2219

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Intimations.

NOTICE.

GEO. SMITH, *WINE MERCHANT, SHANGHAI.*

Agents:
NORTON & Co.,
MARINE HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887. 1918

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH *MORNING STAR*

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 17TH OCTOBER, 1887.

WEEK DAYS.		SUNDAYS.	
Leaves K'loon.	*Leaves H.K.*	*Leaves K'loon.*	*Leaves H.K.*
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	10.15* ,,	10.30 ,,	10.45 ,,
10.30* ,,	12.30 P.M.	11.00 ,,	NOON.
12.45 P.M.	1.00 ,,	12.30 P.M.	1.00 P.M.
1.30 ,,	2.00 ,,	1.30 ,,	2.00 ,,
2.20 ,,	3.00 ,,	2.30 ,,	3.00 ,,
3.30 ,,	4.00 ,,	3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,	4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,	4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,	5.25 ,,	5.40 ,,
6.00 ,,	6.15 ,,	6.00 ,,	6.15 ,,
6.30 ,,	6.45 ,,	6.30 ,,	6.45 ,,
7.00 ,,		7.00 ,,	

* There will be *no* Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

ASIA, British ship, Captain Thos. R. Anderson.—Arnhold, Karberg & Co.

BENG SEWELL, American ship, Capt. S. R. Olmes.—Pustau & Co.

ISAAC REED, American ship, Capt. J. D. Waldo.—Siemssen & Co.

OCTA, British steamer, Captain M. Duff.—Adamson, Bell & Co.

REMBRANDT, American ship, Capt. J. D. Paine.—Russell & Co.

VELOCITY, British barque, Capt. R. Martin.—Pustau & Co.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on TUESDAY, 22nd Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, November 1, 1887. 2136

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *ANCONA*, Captain W. J. WEBBER, with Her Majesty's Mails, will be despatched from this for LONDON, *via* BOMBAY and SUEZ CANAL, on TUESDAY, the 22nd November, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 11, 1887. 2201

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 28th day of November, 1887, at 4 p.m., the Company's Steamship *PREUSSEN*, Capt. C. FOHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th November. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, November 2, 1887. 2138

Mails.

CANADIAN PACIFIC LINE

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, WOTTON Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE and YOKOHAMA, on FRIDAY, the 25th November, at 3 p.m.

To be followed by S.S. *PARTHIA*, on the 10th December, and *ABYSSINIA*, on the 3rd January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver Mex	$160.00
To Victoria and San Francisco	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, November 12, 1887. 2206

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 29th November, at Noon, the Company's Steamship *NATAL*, Commandant SUCH, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 16, 1887. 2238

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as *follows*:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, November 12, 1887. 2212

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the
OFFICE OF THIS PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
And Mr. W. BREWER'S.

Price, ... 50 Cents.

POST OFFICE NOTICE.

Unclaimed Correspondence.

November 18, 1887.

	Lets.	Pap.		Lets.	Pap.
Adams, M. C.		1	Klopfer, E.	1	reg.
Anson, E. H.	1		Lang, Admiral		3
Arcoan, Mrs	1		Leonard, Miss	1	
Bartlett, Dr S. R.	1		Lima, J. do C.	1	
Beiary, F. H.	1		Limbdi, T. S. of,	4	
Berger, Rev C. A.	1		Littlewood, J. H.	1	
Bishop, H. S.	1		Lorencio, C.	1	
Bishop, H. S.	1		Lubus, A.	1	reg.
Blanchard, Capt.	1		Morris, Jr., R.	1	
Bowler, T. I.	1		Maclean, A.	1	
Boyske, C.	1		Martin, Capt. R.	1	
Bradley, R. A.	1		Masue, Mr	1	
Castro, H. de	1		McConnachy, Capt.	2	
Caverley, R.	1		McDonald, J.	1	
Clarke, F. A.	1		McIntyre, E.	1	
Cohen, Miss B.	1		Meredith, G. F.	3	
Coleridge, H. H.	1		Mitchell, J.	1	
Cook's Excursion	6		Munro, E.	1	reg.
Crocker, Miss A.	1		Nglian Choy	1	
Davis, J. B.	1		Nuu, H. B.	1	
Delaporte, P.	1		Phillips, Lieut., R.E.	1	reg.
Dindrines, Mrs J.	1		Ramsay, Capt. H.	1	
Dodd, C. B. N.		2	Reynolds, A.	1	
Elkington, J. B.	1		Reynolds, B.	1	
Ezekiel, S.	1		Robinson, H. C.	1	
Flanigan, M.	1		Rolfe, P. H.	1	
Foster, F. W.	1		Schram R.	1	
Furlonge, R. S.	1		Seaton, F. P.	1	
Garett, M.	1		Secamt,	1	
Gibbons, J. A.	1		Segonzac, D.		1
Gilschinow, Miss U.	1		card. Sgouro, C.	1	reg.
Goetz, H.	1	reg.	Shepherd, Miss A. E.	1	
Goldstein, M.	1		Smith, W.		2
Gracewood, Geo.	1		Speece, Dr W.		1
Griswald, A.	1		Steinbring, N.	1	
Grun, H.	1		Stewart, D.	1	
Hansen, H.	1	reg.	Strachan, B.	1	
Hendry, A.	1		Teiffenberg, M.	1	
Hartenstein, L.	1		Thebaud, E.	3	
Herbing, Dr P.	1		Thomson, R. R.	1	
Hope, Hon. L.	1		Thwaites, E. W.	1	
Hunt, A.		1	Tufnell, W. F.	1	
Huntington, Miss B.	1	2	Turchas, Capt. J. B.	2	
Iliff, W. S.	1		Vally,		1
Jackson, Capt. R.		1	Warren, Bishop	8	
Jaena, R. L.		1 reg.	White, J.	1	
Jamison, Mrs A.	1	1	Wilson, F.	1	
Jasinee, A.		1	Wilson, Rev J.	1	
King, Mrs C.	1				

DETAINED.

Augusto, Sigr. C., 1 letter.
Carris, R., Melbourne, 1 parcel.
Joe, L., 1 letter.
Pitman, J., Canton, 1 letter.
Ross, Mrs A. D., Brockley, 1 parcel.

For Merchant